



### Miscellaneous.

We hope to see this omission repaired in the next edition. With the exception of the comparative thinness of the paper, the getting-up of the work is very creditable all concerned; and we have sincere pleasure in congratulating the authors and publishers on the considerable merit of their admirable enterprise and performance.

**Notes and Queries:**  
ON  
**CHINA AND JAPAN.**  
A MONTHLY MEDIUM OF INTER-

COMMUNICATION  
FOR  
Professional and Literary Men,  
Missionaries and Residents in the  
East generally.  
EDITED BY N. B. DENNY.  
PRICE \$6. PER ANNUM.  
**Opinions of the Press**  
(*Hankow Times*, Mar. 1867.)

We insert this week, apropos of some of the recent correspondence which has appeared in the late in our columns, an extract from the new publication, "Notes and Queries on China and Japan," on the subject of its fanfroidism, which we particularly recommend to the notice of our contributors containing some reliable facts in connection with the vexed question. \* \* \* Such a work as the "Notes" is peculiarly adapted for bringing to light valuable information in respect to this country, and its people, language, and institutions; and we trust it will be as warmly supported as it deserves by the numerous rising and energetic men, who are now

thanks principally to the philosophical labours of Mr Secretary Wade, making rapid advance in the acquirement of the language, and to say nothing of the devoted missionaries who have already grown grey in their services to the cause to which they have given themselves.

*Report of North China Branch of the Royal Asiatic Society.*  
March 1867.

Two periodicals which are likely to be of great service have also been commenced. One is published at Foochow and is called "The Missionary Recorder," and the other emanates from Hongkong and is called

"Notes & Queries." It is intended to serve as a medium of intercommunication for persons interested in Chinese Philology, Geography or History. These indications of literary activity are perhaps the most important "sign of the times" "has been, of course, to record, for they are all meant to facilitate that mutual understanding on the other, which seems so hard to establish between Europe and China.

(Shanghai Recorder, May 17, 1867.)

We are put in possession of the forthcoming number of "Notes and Queries on China and Japan." In saying that the present number equals in interest and importance

its predecessors, we have already said great deal in its favour. Our knowledge of these countries has hitherto been scattered, so ill-arranged, entombed as it were, in a series of works, in different languages, and spreading in point of time, over the last two centuries, that some sense of separating what is really new, from what has possibly been over and over again described is much to be desired. \* \* \* As a medium of Intercommunication of these and many other subjects of interest to those connected with the far East, we must hail the appearance of "Notes and Queries." \* \* \* We need only add that the periodical is of convenient size, is car-

fully edited by Mr. N. S. Denney, and published at the low price of \$4 per annum, and having said this, we trust that "Notes and Queries on China and Japan" will meet with that success which no creditable production deserves at the hands of those so interested in Asiatic researches.

(*Foochow Advertiser*, May 4, 1887.)

We have received a copy of "Notes and Queries;" this publication will be really useful, it contains much matter relating to China which otherwise would be lost, and we wish it every success. Sinologists, Chinese antiquaries and scientific men ought especially to congratulate themselves on the

appearance of "Notes and Queries," as it will form their medium of communication and bring into notice what otherwise might have lain unknown and buried in themselves. Now that Law and Officialism have got their Gazette, Science and Philology their Notes and Queries, and Missionaries their Recorder, the various divisions of mental thought and work in this land ought to be well taken care of; for our part we are glad to see these several issues, both on account of the information and instruction they afford, and the index they supply to the mental vigour of the foreign community in this land.

"The celebrated volumes of the Frenchman Abbé Hue on China, and Sirutherford Alcock's account of Japan are no doubt, works of a far higher class, and more extensive scope than the one now before us; but for practical utility in all our purposes of locomotion, trading and residence in any of the places coming within its compass, *The Treaty Ports of China and Japan*, by Messrs Meyer, Denys and King, far surpasses them. It is difficult to tell how under what class of books to place it, for it contains a mixture of history, topography, hygiene, Murray's Hand-book and Bradshaw's Guide—all, as complete and

excellent in their own line as could be expected; and though, perhaps, the book will not prove attractive to students, it is calculated to give a more intimate knowledge of the towns it describes, aided, by the excellent maps which accompany it—the work entirely of Chinese—than any of the more elaborated works that have preceded it. \* \* \* We trust we have said enough to show that for any one about to visit, or reside in either of the countries described, his work contains not only most valuable information, but many useful hints.

(*Foehuch Missionary Recorder*, April, 1867.)

The two first numbers of *Notes & Queries*

(*San Francisco News Letter*, Mar. 28, 1867.)

Post-Office Act

R. BAPTISTA begs to inform  
 residents of Hongkong that he  
 prepared to receive orders for COL-  
 our Lithographic View of Hongko-  
 ng, with the Overland China Mail of 18  
 the following rates:—  
 Full Coloured, .....  
 Washed in, .....  
 Shaded in Penoil, .....  
 A Specimen of the Full Coloured  
 can be seen at this Office.  
 Hongkong, November 7, 1897.



## NOTICES TO CONSIGNEES.

BRITISH SHIP "ELIZA," from CALCUTTA.  
The above vessel having arrived in the harbour and being now ready to discharge, Consignees of Cargo by her are hereby requested to send their Bills of Lading to the Underigned for Counter-signature and to take immediate delivery of their cargo.

Any cargo impeding the discharge of the vessel, will, in terms of Charter Party, be landed and stored, as it comes to hand, at the Consignee's risk and expense.

OLYFANT & Co.  
Hongkong, March 2, 1868.

The following cases have been landed and stored at the risk and expense of the Consignees, who are requested to take immediate delivery:

Ex "Tigre," 5th December.

Ex "Donna," 7th January, 1868.

Ex "Cambridge," 6th February.

Ex "31," 1 Case Paper.

Ex "1702," 1 Case Rifles.

Ex "38," 1 Case M'chandise.

Ex "1/2," 2 Cases Pictures.

de Grancey.

G. BERTRAND, Principal Agent.

Hongkong, February 12, 1868.

CONSIGNEES of Cargo ex "Wolfen-

burg" and "Glen" from New York,

via Rio de Janeiro, are hereby notified that

they pay all charges on, and take

delivery of their Merchandise from the S.

S. N. Co.'s lower Hong-que Godowns, be-

fore the 15th of March next, the same will

be sold to defray expenses.

RUSSELL & Co.,

Agents of Messrs Wright & Co.

of Rio de Janeiro.

Shanghai, February 24, 1868.

"BELTED WILL," from LONDON.

CONSIGNEES of cargo by the above-named

Vessel are requested to send in their

Bills of Lading to the Underigned for

counter-signature, and to take immediate

delivery of their Goods.

Cargo impeding the discharge of the vessel

will be landed and stored at the Consig-

nees' risk and expense.

DOUGLAS LARPAK & Co.

Hongkong, February 24, 1868.

## NOTICES OF FIRMS.

NOTICE.

MR. JOHN HOW CHARTERTON is ap-

pointed to sign our Firm per pro-

curator.

ALFRED WILKINSON & Co.

Hongkong, February 21, 1868.

NOTICE.

MR. J. MURRAY FORBES is autho-

rized to sign our name at Canton from

this date.

RUSSELL & Co.

China, February 15, 1868.

NOTICE.

We have this day established ourselves

as General Commission Merchants

under the style and firm of B. S. BARNETT

& Co.

A. A. ROSENTHAL.

B. S. BARNETT.

Saigon, February 6, 1868.

NOTICE.

MR. SIDNEY DEACON is authorized to

sign our Firm per procurator from

this date.

DEACON & Co.

Canton, February 1, 1868.

NOTICE.

URING the absence of Mr. J. H. LADD

from the Colony, Mr. T. OUSHING

LADD is authorized to sign our Firm per

procurator.

LADD & Co.

Hongkong, January 16, 1868.

NOTICE.

MR. THOMAS PYKE has this day been

admitted a Partner in our Firm.

BILLY & Co.

Hongkong, January 2, 1868.

NOTICE.

MR. RYLE DOUGLAS has been admitted

a partner in our Firm.

GLOVER & Co.

Nagasaki, January 1, 1867.

NOTICE.

NOTICE is hereby given that the Inter-

est and Responsibility of the late Mr. J.

JAMESON in our Firm ceased on the 30th

September last.

Any business will in future be carried on

under the same name by the Under-

## HOUSES AND LANDS.

TO LET.  
LARGE ROOM fronting the Queen's  
Road, suitable for either an Office  
or a Shop.  
Apply at the  
MEDICAL HALL,  
Queen's Road,  
Hongkong, September 20, 1867.

TO LET.  
THE PREMISES situated at Fadder's  
Wharf, lately occupied by Messrs  
Augustine Heard & Co. Possession can  
be taken on the 1st of January 1868.  
For further particulars, apply to  
THOS. HUNT & Co.  
Hongkong, December 30, 1867.

LIGHTERAGE AND STORAGE.  
THE Underigned will undertake to land  
Cotton, Rice, Coals, and other Mer-

chandise, in their own Boats, and to receive

the same on STORAGE in First-class Gra-

nite godowns, on Moderate Terms.

ROB. S. WALKER & Co.

Hongkong, March 4, 1868.

TO LET.

N. O. 3, PECHILI TERRACE,

Apply to  
LANE, CRAWFORD & Co.

Hongkong, January 24, 1868.

TO BE LET.

Purshed or Unpurshed.

THE Dwelling HOUSE in the Albany at

present occupied by Mr. N. R. Masson,

Occupation can be had in a few weeks.

Application can be made to Mr. Masson at

the Albany.

Hongkong, September 25, 1867.

## New Advertisements.

GENERAL WEEKLY SALE.

AMMERT, ATKINSON & Co. will

sell by Public Auction, on

TUESDAY,

the 10th March, 1868, at Noon, at their

Sales Rooms, Queen's Road,—

24 pieces fancy wove Flannel, 10 pieces

white Saxony Flannel, 10 pieces black

and blue Cloth, 10 pieces Tweed and

Buckskins, 20 dozen Crimean Shirts,

10 dozen brown Turkish Towels, 10

dozen white Turkish Towels, 30 Loom

Huckaback Towels, 20 dozen Diaper

Towels, 200 dozen white Cotton

Socks, 150 dozen white Cotton Stock-

ings, 150 dozen white Cotton Hand-

kerchiefs, 100 dozen Tea Pots, 30

dozen bottles Blacking, 3 cases assorted

Toilet Soap, consisting of, Brown Win-

dor, Almond, and Honey Soaps, Rieger's

transparent Soap, 12 barrels American

Beef, 15 barrels Hamburg Pork, 4 cases

containing 100 tins sea damaged Butter,

6 cases North Wilts Cheese, 3 cases York

Hams, 5 cases French Pans, 1 case

French Beans, 15 cases B.F. Matches,

each 25 gross, 40 bolts Russian Canvas,

15 coils Manila Rope, 40 drums Boiled

and Raw Oil, 10 drums Hubbuck's Tur-

pentine, 20 cwt. Hubbuck's Zinc and

Red Lead, 10 cwt. Hubbuck's green

Paint, 10 cwt. Hubbuck's black Paint,

20 pieces English Red Bunting, 1 case

Britannia Metal Ware, 500 mils Percus-

sion Caps, 50 Revolvers and ammunition,

75 cases Champagne in quarts and pints,

50 cases Hennessy's Brandy, 50 cases

Martell's Brandy, 50 cases India Pale

Ale, 40 cases Barclay's Stout quarts and

pints, 5 cases Loaf Sugar in fib. leaves,

5 cases assorted Confectionary.

Etc., Etc., Etc.

(For account of the concerned.)

R in diamond, 97 quarter boxes con-

taining 3 F.F. Gunpowder in flasks.

Sea damaged.

Hongkong, March 7, 1868.

FOR SWATOW, AMOY & FOOCOW.

The Steamer

"YESSO,"

Capt. Ashton, will have imme-

diately despatch for the above

Ports.

For Freight or Passage, apply to

DOUGLAS LARPAK & Co.

Hongkong, March 7, 1868.

## THE CHINA MAGAZINE.

A WEEKLY MISCELLANY, 24PP. IMPERIAL SVO.

Illustrated with Photographs.

Conducted by C. LAKEDON DAVIES,

Published for the Proprietor by MORRIS &

SONS, Government Printers,

HONGKONG.

Shanghai: A. H. CARVALHO;

London: W. ALLEN & Co.;

Paris: C. BOHRANT.

By any of whom subscribers' names will

be received.

Delivered Carriage free to Subscribers only.

Quarterly subscription:

In China, the Straits, Saigon, Manila

and Bangkok, ... .. \$7.50.

In Great Britain, ... .. \$2.

In France, ... .. \$2.50.

No. 1, March 7th, 1868, will contain,—

EUROPEAN LIFE IN CHINA, (Illustrated.)

Yuk Nao; a Romance translated from the

Chinese, by the late Rev. E. Evans.

How I SAVED MYSELF FROM THE

THE BOMBERS, or Eupletella, (Illust.)

TOPSIDE, GALAH!

How THE THIEVES MANAGE IN CHINA. De-

dictated to Horace Mayhew.

Etc., Etc., Etc.

Illustrations.

1.—View in Hongkong taken from the

bridge on Victoria Peak.

2.—Instantaneous view of Happy Valley,

taken on the third day of the races, 1868.

3.—Group of Ropedancers.

Hongkong, March 3, 1868.

NOTICE.

THE Connection between Messrs Gaus-

ser and GOSLIER, French Bakers,

terminated on the 1st March, 1868.

It is requested that any resident in the

Colony who may have any outstanding

Accounts not settled will present them

within the present week.

GAUFRETT & VINCENOT.

Hongkong, March 2, 1868.

FOR SALE.

20,000 CUBIC FEET MANILA

TIMBER, to arrive per

French Barque "MARIA MORTON."

Apply to

REYNVAAN BROTHERS & Co.

Hongkong, February 26, 1868.

NOTICE.

RENT and Accounts COLLECTED with

punctuality and despatch.

Distraint W. RENTERS for Rent IS-

SUED and EXECUTED.

Security, if required.

THOS. W. BARRINGTON,

55, Wyndham Street.

Hongkong, February 17, 1868.

THE OFFICE of the Underigned is

REMOVED to GAZE STREET, Corner

of Lyndhurst Terrace.

REYNVAAN BROTHERS & Co.

Hongkong, January 2, 1868.

## New Advertisements.

FOR SALE.  
ex Belled Will and Late Arrivals.  
BOURDON'S Pressure and Vacuum  
GUAGES.  
COPPER and BRASS WIRE of assorted  
sizes.

SHEET LEAD and ZINC.  
LEAD PIPE of sizes.  
TUCK'S RUBBER PACKING.  
RUBBER and CANVAS HOSE.

BLACKSMITH'S BELLOWES and WORKING  
TOOLS.  
BAR STEEL and ANGLE IRON.  
LEATHER BELTING.

DEEP SEA and HAND LEAD LINES.

COPAL VARNISH.

TAPS and DIES in sets.

RATONET and MAN DRILLS.

Round and Angle DECK LIGHTS.

SHEATHING FELT.

LIME JUICE.

YORK HAMS.

English and California CHEESE.

GAINVISED NAILS, HOOKS and

TEMBLES and CLEW IRONS.

BRASS and IRON LOCKS of all kinds.

FILES.

THOS. HUNT & Co.

Hongkong, March 3, 1868.

## NEWS AGENCY.

J. B. MORRIS, News Agent, Hong-

kong, being now prepared to receive

orders for any Newspaper or Magazine

published in England or The United

States of America, at prices as low as

those charged by any home agency,

begs to solicit the support of the read-



A THRILLING ADVENTURE.  
A RIDE ON A RUNAWAY TRAIN.

It was five minutes past seven P. M. by the station clock, and consequently within five minutes of the time at which the Midland train was advertised to start. Most of the passengers had taken their seats, but some of them were standing on the platform, near the carriages, bent on having a last word with those they were about to leave behind them. There was the usual bustle and excitement incident to the starting of a train. Needless porters rushing about with those formidable little trucks, the first notice of whose approach is an ugly shove, accompanied by your leave, from the heartless porter. A distressed lady in the midst of a chaos of boxes and parcels, waiting for some one to put her and her precious accompaniment safely into the train. Lost passengers looking vainly about for the train, which is all the time starting them out of countenance. A newsboy, with a "villainous cracked voice," crying out the "Eton—news—papers," and the "Newman—punch." These, with the usual lot of idlers come to see them off, and the ticket examiners, and other busy scellies of the train itself, made up a scene of unparalleled life and activity.

It was Wednesday night, and Wednesday was market-day at Middlesham. The train was therefore a heavy one, and nearly every compartment was full of passengers. It was usually five or ten minutes late in starting on Wednesday nights, owing to the extra traffic, so that the departure of the train, in which I had taken my seat, was rather late than usual. The porter having barely marked nine minutes past on the dial, the train, without any preparatory whistle, moved off. I was under the impression that we were starting for another carriage, for such a thing as starting before time was never known to have happened at Middlesham; but when we moved past the long platform, passed the entrance signal, and through the bridge beyond, it became apparent to us all that we were really off.

There was a simultaneous pulling out of watches, and surprised looks passed from one to another, and to the still open door of the carriage, as the conviction was gradually forced upon us.

"Well, if this isn't a queer move, I should like somebody to tell me what it is," was the exclamation of a stout cattle-jobber who sat in the corner opposite me. As all were pretty much of his opinion, as to the queerness of the "move," nobody offered to tell him what it was; some sat there staring, as if really quite overawed by the circumstance.

Once convinced by the increasing speed of the train that we were fairly on our journey, I rose from my seat, drew in the door, which was flying back against the side of the carriage, and closed it firmly. In doing so, I put my head out of the window, and looking down the train, saw the light streaming from two or three other doors, which had, like my own, been left open. There had, evidently been some mismanagement about the starting of the train, but as I saw two arms put out to catch as many of the doors, and the others would take no harm before we came to Ackridge, which was the name of the first station we would come to, I sat down again in my corner, made myself as comfortable as possible, and prepared myself, as was my habit, to listen to the remarks of my fellow-travellers. These were four in number—the cattle-jobber I have already mentioned, his partner and two Middlesham merchants, who lived some twelve miles, or thereabouts, down the line.

The merchants soon commenced a brisk conversation, the part of which that most interested us, being the following:

First Merchant—Akwat thing, this strike among engine-drivers.

Second Merchant—Well, yes; but I must confess to knowing very little about it. I merely saw a short paragraph alluding to it in this morning's News. Have you heard anything fresh about it?

First M.—The last I have heard of it is that the men have sent in their month's notice. They demand a considerable advance in the rate of wages and an alteration in the system on which their wages are calculated. A deputation of them waited upon old Rasper, the superintendent, yesterday. They stated their grievances, and the terms on which they would continue to work, and said that if those terms were not acceded to by the company, they would strike. At this, old Rasper jumped up from his chair, and told them they were a lot of ungrateful dogs; that they were better paid than the drivers of almost any other line in the kingdom; that if he could possibly do without them he would discharge every mother's son of them at once, that he would settle with them when the time came, and that they might be off and get on with their work in the shops at once; and he forthwith turned every one out of the office. He'll settle with them. Ha! ha! Rasper by name, and Rasper by nature—ha! ha!

Second M.—But this is a very alarming state. Is it not awful to think that these poor passengers are at the very mercy of these malcontents, and that they might have it in their power to do something horrible with us, merely to spite their employer?

First M.—No, I don't think there is any fear of that for the passengers' men have taken no part in the strike whatever. It is only the drivers of the goods engines who have become disaffected. The others have given no movement the cold shoulder from the first.

Second M.—Still these goods drivers with their intimate knowledge of the line, must have it in their power to do immense injury to their employers, and the public as well. Why, the mere placing of a sleeper, or a chair, or a piece of old iron on the rails, would be enough to send us all off to the other world by express, and without any return tickets.

They were both laughing over this dreary joke of No. 2 when attention was directed to the cattle-jobber. He was leaning half out of the window and shouting "stop, stop," at the tip-top of his very loud voice.

On our inquiring what was the matter, he replied, excitedly, "Why, dang it!—if we ain't been passed Ackridge Station, and me and my mate had to get out there. Here, hi! stop here, hi! stop here. The last explanation was in a sort of prolonged shriek, which woke the echoes as we shot into and roared through the tunnel.

"My good man," I ventured to remark, "you must be mistaken. They would never think of passing a station like Ackridge without stopping, and certainly not when they have passengers booked for it."

"Whether they do or sartin't, they have done it; why look! there's Bowls's least works, and we must be two miles, at least,

on the wrong side of Ackridge!" and here he relapsed into another indefinite "hi!" at the open window.

The matter all at once became very serious, indeed. We were bowling along at a terrible rate, quicker than any of us had ever experienced on any occasion on that line of curves and ugly gradients, and a dreadful fear began to show itself in our faces—a fear which first found expression from the gentleman I have hitherto designated as the second merchant.

"It is my belief," he said, "that we are run away with."

As he said those words there was a horrible, breath-taking jumble of lamps, and walls, and clocks, and hand-bills, and white faces, as we dashed into and through another station, and then away—away into the black, black night beyond. After that none of us doubted that our train was a runaway, and also that it was running away to the certain destruction of nearly every passenger in it, unless something could be done to arrest its headlong career, and that very speedily.

When the keen edge of the shock had somewhat worn off, we began to think of what chances and means there were of delivering, and naturally the first to suggest itself was "the guard." Yes, doubtless the guard would see the danger as we had seen it, and would endeavor to arrest the awful fate which now seemed hanging over us. There was comfort in the thought, but alas! it was very short-lived, for a glance down the train sufficed to show us that the door of the van was one of those which were still standing open.

The conviction was, therefore, forced upon us that the guard had been left behind. He was not on the engine, or on the way to it, or we should have been able to see him by the light of the side lamps of the train, and he was not in the van, or his door would have been shut, and his break vigorously applied long ere this, and of that there was not the slightest indication.

Our van was truly an awful position. Passengers in a runaway train, on a black and moonless night, and with neither engine driver nor guard to help us!

The Middlesham and Dillmuth Railway was about twenty-two miles long, and there were four intermediate stations—Ackridge, Dorton, Felton, and Icomb—between the two termini. Two of these stations were passed, and we had, therefore, run about half the distance. We had been fifteen minutes in doing one-half, and would most probably do the rest of the journey in less time than that. A miserably short time to save so many lives; but something must be done. I had already made up my mind that I should do it, and was preparing by divesting myself of whatever would impede my motions, and prevent the free use of my limbs, when the first merchant looked wonderingly at me, and asked me what I was going to do.

"I am going to try and stop this train," I said, "and save my life and all our lives." I began to confess that until that moment I had been thinking only of saving my own life, and had scarcely given a thought to the numerous passengers in that heavily-laden train; but when I saw the merchant look shudderingly into the darkness through which we were flying, and the hopeless look with which he fell back, almost sobbing, into his corner, I began to have an idea of the duty that was before me, and I nerved myself to the utmost to do it.

Hitherto I have unintentionally said very little about myself, but it is now necessary to state that I was an employee of the Middlesham and Dillmuth Railway, and was a branch of the simple fact was that I was a clerk, and that I was at that very time on my way to Icomb to take the place of the station master, who was then seriously ill and unable to attend to his duties.

I was very often called to this particular kind of duty, and had in consequence acquired a very practical acquaintance with the outside of a railway. I had had a great deal of knocking about from one place to another, and had been involved in some four or five different accidents, of a more or less serious character. I had luckily escaped from them all without injury, unless I dignify with the name of injury the slight bruise I got by being jammed in the doorway of an overturning carriage by a gentleman who was just as anxious to be out of it as I was.

Nothing tends so much to give a man presence of mind as being concerned in a railway accident. The first time he is, as it were, knocked stupid; the second time he begins to reason; but the third time he has got off the train and is doing his best to assist his fellow passengers. I had exceeded this stage by, as I said, two or three accidents, and had gained a considerable stock of presence of mind, which I was prepared to use in the present emergency.

I would try to reach the engine by walking along the platform of the carriages. My mind had been made up to that long ago, for through my unenviable experience of railway accidents I had got into the unconscious habit of forming a course of action for myself for almost any eventuality which could turn up. That being known of to some of the railway men, in both cases the steps of the carriages were used as a means of communication with the engine—in the first case successfully, but in the second the guard was smashed against a signal post in swinging from one door handle to the next, and the train itself went tearing on until it came to the terminus where it tore up the buffers and was finally deposited in fragments about the platform and the first-class refreshment room. Fortunately it was an empty train and late at night, so that no one was injured except the engine driver, who broke his leg in jumping off when he found he could not stop it, and the guard, who was killed. The other case was that of a train which seemed certain to come into collision with another at a level crossing. The drivers put on their engine at full speed and jumped off. Almost by a miracle there was no collision, and the train went on without any one getting hurt. As it happened, the guard had seen the danger, and had also seen the two men jump off the engine, so that, when the crossing was safely passed, he made the best of his way along the steps of the carriages to the engine, which he reached in safety, and was able to stop at the next station.

This was the plan I intended to put into practice, but on looking out of the right-hand window, I was staggered to find some of the doors still flying open; and as it would be extremely difficult, if not impos-

sible to pass them at the rate we were going, it was much too hazardous to think of going that way; and the other side was equally out of the question, for with the remembrance before me of the ill-fated guard I have mentioned, I could not have gone. There remained, therefore, nothing but the roofs of the carriages. I threw the door open, and stepping from the floor of the carriage upon the window-frame, used it as a kind of ladder and mounted to the top.

As I did so, I heard the merchant from his corner give me a parting "God bless you!" in a voice weak and trembling, but with an accent so sincere that I felt considerably encouraged and strengthened in my purpose. God knows I needed it, for although it was a matter of comparative ease to reach the roof, yet once there, on my first attempt to assume an upright position I found the end of a strap which was flying about the end of a carriage, and had been killed on the rails below. In my eagerness I had quite overlooked the tremendous rate of speed at which we were travelling, and the consequent immense resistance offered by the atmosphere. The accident, however, rendered me more careful, and I immediately set myself to work, with all my faculties of mind and body in their fullest exercise, to transport myself to the fore and end of the train. I was on the carriage from the engine, and there were therefore four hundred yards for me to cross before I should find myself safely on its tender.

It was a terrible moment, and I could only get on at all by crawling along on my hands and knees, and hold to each strap and rod as came in my way. There was an old-fashioned guard's seat on the front of each of the carriages, so that by stopping down the train, jumping forward, and placing my hand on the next carriage, I naturally expected I should have nothing to do but spring upon the cinders of the engine-tender. In this I was, however, utterly disappointed, for, as if to complete the chapter of accidents, I found the engine was turned the wrong way about, so that nearest me was the black and ugly chimney bearing out its rapid clouds of luminous steam and smoke. I almost gave it up then, my case looked so very hopeless; for what I would, and stretch myself and reach out as I might, I could not touch any part of the engine with my feet. I was also at my wit's end.

The unaccounted exertion was beginning to tell upon me severely, and I was trembling with excitement and cold. I sank despairingly into the seat. I never thought of climbing down and crossing over the buffers, for I had so made up my mind to one course, that when it was interrupted, I was for a time staggered and rendered incapable of further action. I was sitting with my elbows on my knees and my face buried in my hands, stupidly brooding over and cursing my adverse fate, when a blaze of light showed me the platform of Felton station. There were not many people waiting for the train was not the hour for the night, but the scared look which I distinctly saw on the faces of those few, as we tore past, I can never forget. It may be thought impossible that at the high rate at which we were running, I should be able to see those faces distinctly, but it is, nevertheless, quite true; and what is more, I seemed to take in all—the people, the clock face, the name of the station, and all the minutest details—without trying to do so, or moving my head in the least, and in the smallest fraction of time, for we were in and out of the station in a flash.

What the people thought of me—if they saw me at all, on the perch—I do not know; but the sight of them on no time was to be lost. In the moment I had resolved upon, and done, I had sprung, and was clinging round the neck of the monster in front, and sliding rapidly down its smooth and heated surface on to the truck of the engine.

Once there, all was well. I went along the outside, over the wheels, always holding on to the brass rod, and in another moment was moving the handle to shut off the steam previous to applying the brake. In the moment I had resolved upon, and done, I had sprung, and was clinging round the neck of the monster in front, and sliding rapidly down its smooth and heated surface on to the truck of the engine.

Once there, all was well. I went along the outside, over the wheels, always holding on to the brass rod, and in another moment was moving the handle to shut off the steam previous to applying the brake. In the moment I had resolved upon, and done, I had sprung, and was clinging round the neck of the monster in front, and sliding rapidly down its smooth and heated surface on to the truck of the engine.

Very little more need be said. A message was immediately sent to the authorities of Middlesham, apprising them of our safe arrival at Icomb, and requested that an engine might be sent on with fresh drivers and our guard. The telegram reached them just as they were about to send off a special train containing all the medical men they could collect, and their spare space of time, for their impression was that we would all be buried in the ruins of our train somewhere between Middlesham and Dillmuth. Of course when they heard that we were all right, the doctors were set at liberty, and the engine came on by itself with our guard and drivers. We then heard for the first time how the thing happened. The engine-driver, it appeared, had gone across the line to get his tobacco of which he was starting, leaving his fireman in charge. While he was gone the fireman had got off to do some odd work to the engine, and some one, supposed to be one of the goods drivers, had seized the opportunity and got on. This man had called out to the fireman to stand by and hold a switch while he took on a horse-

the consequences would probably be serious, immediate steps were, as we have seen, taken to provide for a disaster which, it was feared, would be needed by us. Happily, as I have shown, it was not needed, and the whole of the passengers were forwarded to their various destinations, safe, at all events, in body, if terribly disturbed in mind.

A word or two as to the man who devised and perpetrated the horrible attempt. He was supposed to have jumped off the train a little way down the line, and to have got clear away; but the next morning a gang of plate-layers, proceeding to their work, so shattered and bruised that no feature could be recognized; but from his clothes, and an old pass found in his pocket, he appeared to be one of the goods firemen then on a strike. He was known to be one of the most disaffected of the lot, and had often been heard to utter vague threats about "serving the company out for their tyranny and oppression"—threats so very vague that no one had thought it worth while to heed them or look after him. When found one of his boots was missing, and it was found a few yards further on a torn and flattened out of all shape. Putting the two things together, it would seem that, in jumping off the engine, his foot had caught the slippery iron steps. He had fallen head downwards, and had been dragged for a considerable distance, with his head crashing against the end of every sleeper, until his boot came off, and he had fallen to the earth on the spot where he was found.

None of the railway officials had any doubt of this, but the directors considered it expedient that the circumstances should be made out as far as possible, and accordingly, at the request of the men examining, seemed to know so little of the matter, and so little of any real importance came out, that the jury returned a verdict of accidental death; and as the train was not smashed up, and the passengers were not all killed or dreadfully injured, the newspapers contented themselves with a brief paragraph, headed "Extraordinary Accident on the M. & D. Railway," instead of the columns on columns which would have been required under other circumstances.

For the share which I had the good fortune to have in the matter, and for saving them so much valuable property, and so many thousands of pounds in claims for compensation, I received a handsome acknowledgment from the directors, and have risen rapidly from one position to another, so that although it was long before I quite recovered from the nervous state into which I had sunk after the occurrence, I have had no reason to regret that I was in that runaway train, and that I did my duty to the company, whose servant I was. I am thankful that I had sufficient courage and strength of purpose to do the duty satisfactorily.

## LAGER BEER COUNTRY.

The road-sides all the way from Nuremberg to the Rhine, and all the way from the Rhine to the sea, are the scene of a most extraordinary sight. Here the hop fairly beats the vine. Instead of wine-benches, casks, and mugs, glasses of beer meet the eye at every corner and at every railway station. The abundance of this pale and pleasant drink, light and nutritious, is something astonishing. Last evening, for instance, I think I must have taken a thousand people in the English Garden (a mile out of Munich), and I have seen air-ventures—men, women and children of the better class. I doubt if, with the exception of a few visitors like ourselves, there was a man, woman or child that did not drink at least a pint, and most of them from one to two quarts of beer. They sat, indeed, perhaps three hours, listening to music, and slowly drinking glass after glass of their mild, refreshing beverage, and a half mile, outside of Munich, about five cents, and cannot be purchased at retail at less than six kreutzers per quart, the whole profit of the retail sale being about one kreuzer per glass, and the saving made by the fact that the foam in each quart mug lengthens out the measure of the barrel about a sixth part. The Bavarians will stand any governmental abuse, except a rise in the price of beer. That has really made and often threatened a revolution. It is said, that brewers are putting less malt in their beer, and that the effect has been to increase the use of each glass. Drunkenness is almost unknown, but systematic hard drinking is terribly common. The effect of this beer is very obvious in the paunchy ponderosity of most of the older men, and it tells on their noses as well as their stomachs, and does not improve the German face, never very handsome. There is, however, a delightful cordiality and geniality in their manners, and a quiet enjoyment of leisure, chat and music, which is very refreshing to see. Their politeness is almost ludicrous in its painstaking excess. They bow and touch hats, and bow again and uncover, and cover again, and their bow once more, and uncover, finally, smiling most deferential and benignant smiles whenever, until you suspect it is a joke. But there is something less pleasant or more serious than German politeness. They cannot put Martin Luther into their Walldorf, without belittling the name with the title of Dr. Martin Luther. The definition of a hat in German must be not a thing to cover, but a thing wherewith to uncover the head.

## MISCELLANEOUS.

OVERSEAS are tenacious of life, and are said to keep up their organization in the human stomach for a long time. An oyster's heart beats perceptibly half an hour after it follows the style of journey Jonah made. A salmon was lately taken, with rod and fly in the Tweed, which weighed 61 pounds; length, 4 feet 3 inches; girth, 29½ inches. It is pronounced the largest salmon ever taken with a rod in British waters.

One of the latest Paris fashions is a "Ladies' New Protector"—a case lined with fur, to be affixed to the nasal apparatus. A COMPANY has been formed in Houlton, Me., to enter into the manufacture of the extract of hemlock for tanning purposes. The works are to be erected at Canterbury, on the line of the St. Andrews Railroad, in a region where the hemlock is very abundant.

A DRUNKEN fellow at Providence was released from the lock-up the other day, on protesting that he was sick instead of tight; and immediately after called at the office of the chief of police for a drink, mistaking it for a saloon.

Mr. Hopworth Dixon, editor of the *Standard*, is said, will shortly offer himself a candidate for Parliament.

ORIGIN OF FIRES.—It is a serious defect in our police arrangements that no provision is made for a searching and authoritative inquiry into the origin of fires. In the metropolis the police and the firemen collect what information they can get, and the insurance offices which happen to be interested in any particular case are also, no doubt, on the alert to discover where and how the fire broke out. But these bodies can only make inquiries in a private and informal manner; they are obliged to be content with what volunteer witnesses are willing to tell them, and have no power to compel people to give evidence. If any body has been killed, a coroner's inquest of course is held, and when an insurance company repudiates a claim, litigation ensues; but except in these contingencies there are no means of securing a thorough and searching investigation into the causes of a fire. In the case of Her Majesty's Theatre, for instance, the origin of the disaster is still a mystery. That there was a small fire in the theatre on Friday seems to be undoubted, but no satisfactory explanation has been given as to the quarter in which the flames first broke out. The furnaces have been suspected, but one story which we have heard is that there was a sort of coal-cellar where fuel was kept under the stage, and that a lighted candle had to be carried whenever a visit was made to it. In every case there ought to be some means of subjecting all the people in any way connected with a fire to a strict and searching examination on oath—there ought, in short, to be a coroner's inquest for burned houses as well as for sudden or suspicious deaths. A Committee of the House of Commons last session recommended that the police or firebrigade should be instructed to make a preliminary inquiry, and if the matter were not properly cleared up, to refer it to further investigation to some other specially appointed for the purpose.

## HONGKONG MARKET PRICES.

Saturday, March 7th, 1868.

At 1400 Cash per Dollar, Mexico.

THESE ARE NOT CONSIDERED EXTREME RATES.

Butcher Meat.

	Price.	Weight.
Beef Steak, - - -	catty	224 196
" Roast, - - -	"	224 196
" Soup, - - -	"	140 126
" Tongue, - - -	"	320 300
" Heart, - - -	"	190 160
" Tail, - - -	"	170 160
" Feet, - - -	"	70 57
" Tripe (undressed), cty	"	70 66
" Liver, - - -	"	84 77
Pork, Leg, - - -	"	210 182
" Chop, - - -	"	210 182
" Fat for Lard, - - -	"	140 120
" Fry, - - -	"	180 170
" Chindings, - - -	"	93 80
" Feet, - - -	"	140 120
" Head, - - -	"	140 120
" Liver, - - -	"	140 120
Mutton Leg, - - -	"	420 350
" Chop, - - -	"	420 350
" Shoulder, - - -	"	390 280
Mutton Liver, - - -	"	160 120
Sucking Pigs, - - -	"	280 250
Calves' Head and Feet, set	"	560 500
Sheep's Head and Feet, set	"	560 500
Bacon, English, - - -	"	480 420
" Fulschau, - - -	"	330 280
Hams, Chinese, - - -	"	330 280
" American, - - -	"	480 420
" English, - - -	"	480 420
Kidney's, Butlocks, each	"	60 50
" Figs, - - -	"	60 50
" Sheep's, - - -	"	80 60
" Pig's Heart, - - -	"	90 80
Pork Sausages, - - -	"	320 300
" Head and Feet, set, - - -	"	—

## Poultry.

Geese, - - -	catty	224 196
Ducks, - - -	"	170 160
Teal, - - -	"	250 220
Turkeys, - - -	"	550 420
Pheasants, Cock, - - -	"	1000 900
" Hen, - - -	"	900 750
Pigeons, - - -	"	240 220
Quail, - - -	"	120 110
Kowls, - - -	"	220 190
Capons, - - -	"	280 160
Hen Eggs, - - -	"	160 140
Duck Eggs, - - -	"	180 160
Salt Eggs, - - -	"	300 280
Dried Ducks, - - -	"	160 150
Snipe, - - -	"	400 390
Partridges, - - -	"	100 90
Rabbits, - - -	"	750 700
Wild Geese, - - -	"	600 500
Wild Ducks, - - -	"	—
Sand Hill Birds, - - -	"	—
Hill Snipe, - - -	"	—
Sparrows, - - -	"	—
Rice Birds, - - -	"	—
Wild Pigeons, - - -	"	160 140

## Fish.

Live Fish, - - -	catty	150 140
Eels, - - -	"	200 190
Oysters, - - -	"	160 140
Shrimps, - - -	"	180 140
Crabs, - - -	"	120 110
Travens, - - -	"	140 120
Lobsters, - - -	"	140 110
Frogs, - - -	"	270 180
Small Turtles, - - -	"	240 200
Large Turtles, - - -	"	120 100
Large Fresh Fish, - - -	"	100 90
Small " " " " " " " "	"	80 70
Mackerel Small, - - -	"	40 30
Onion or Kels Small, - - -	"	—
Salt Fish, - - -	"	—
Small Fish, - - -	"	200 180
Fresh Salts, - - -	"	140 110
Canton Salmon, - - -	"	—

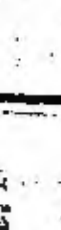
## Fruits.

Mandarin Oranges, - - -	catty	80 60
Coole Oranges, - - -	"	40 30
Lemons, - - -	"	—
Pineapples, - - -	"	80 50
Pomegranates, - - -	"	80 40
Pears, Canton, - - -	"	—
Lichees, Fresh, - - -	"	120 100
" Dried, - - -	"	—
Plums, - - -	"	60 50
Coconuts, - - -	"	60 50
Pomegranates, - - -	"	60 50
Plantains, - - -	"	40 30
Wompees, - - -	"	—
Chestnuts, - - -	"	110 100
Walnuts, - - -	"	100 90
Mangosteens, - - -	"	40 30
Peasants, - - -	"	—
Tamarinds, - - -	"	400 350
Almonds, - - -	"	380 300
Corrants, - - -	"	300 175
Raisins, - - -	"	40 30
Bananas, - - -	"	650 800
Grapes, - - -	"	—
Strawberries, - - -	"	180 100
Nanking Pears, - - -	"	180 100
Peking Pears, - - -	"	30 20
Common Pears, - - -	"	30 20
Winter Pears, - - -	"	30 20
Ground Nuts, - - -	"	20 15
Hazelnuts, - - -	"	—
Logans, - - -	"	500 450
Figs, Dried, - - -	"	500 450
Dates, - - -	"	500 450
Prunes Dried, - - -	"	500 450
Carrambulas, - - -	"	—
Jack Fruit, - - -	"	70 60
Plums, Water, - - -	"	—
Limes, - - -	"	—
Custard Apples, - - -	"	—
Rose Apples, - - -	"	—
Mulberries, - - -	"	—
Sugar Cane, - - -	"	15 10
Guavas, - - -	"	400 450
Dried Apples, - - -	"	—

## Miscellaneous.

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**OFFICIAL NOTIFICATION.**  
BRITISH CONSULATE, CANTON,  
28th February, 1868.

The undersigned has to notify that by instructions from His Excellency Sir Rutherford Alcock, K.C.B., H.M.'s Minister Plenipotentiary &c., at Peking, British Consul General, China, the consular office at Canton was closed on the 31st January, and will not be re-opened. The Masters of British vessels will be required henceforward to deposit their ships' papers with the Captain of the Port at Macao.

**D. B. ROBERTSON,**  
*H.B.M.'s Consul.*

**OFFICIAL NOTIFICATION.**  
BRITISH CONSULATE,  
CANTON, 22nd January, 1868.

The undersigned has the honor to make public, for the information of the British community at this port, the accompanying despatch from His Excellency Sir Rutherford Alcock, K.C.B., H.M.'s Minister in China, with its enclosure, urging on British subjects the necessity of great caution in the acceptance from the Chinese of written guarantees commonly called "Security Chopas."

**D. B. ROBERTSON,**  
*H. B. M.'s Consul.*

COPY, Circular No. 15.  
PEKING, October 27, 1867.

SIR,—I have to call attention to a notification issued by My Consul Medhurst, copy of which is herewith enclosed for your information. It conveys a useful warning to British subjects as to the necessity of great caution in the acceptance from the Chinese of written guarantees commonly called "Security Chopas." The difference between the Chinese "Chopas" and customs drawn on this head renders them in a great degree, as experience has shewn, useless, and for any security they practically afford useless without there being collateral security. It would be well therefore to ensure publicity to the enclosed this year jurisdiction, as a fair exposition of the actual conditions which limit the value of such guarantees in any appeal to the Chinese authorities for execution.

Your obedient servant,  
(Signed) RUTHERFORD ALCOCK,  
B. Robertson, Esq., O.B.,  
H.B.M.'s Consul, Canton.

[ENCLOSURE.]

The Undersigned desires to call the attention of British subjects in this port, to the necessity of exercising great caution in the acceptance from the Chinese of written guarantees, commonly called "security Chopas." The experience of the past two years, during which numerous cases have been instituted in this Consular Court, against persons who have failed to fulfil their written guarantees, sufficiently proves that such documents, in this part of China, at any rate comparatively worthless for the purpose for which they are given and taken—namely, the mutual protection of the obligee from risk or injury. This is to be accounted for, not from any malice in the documents themselves, but from the fact that the Chinese are in the habit of regarding a surety rather in the light of a bribe, or as a means towards the attainment of some cherished object, than as a loan, a pledge, or as an individual who binds himself to stand to all intents and purposes in aid of his principal and to fulfil all his obligations with and for him. So prevalent is this view of the position and duties of a surety, that it is a common practice here for a person to receive a considerable sum for the mere name, with the understanding that no real responsibility follows upon the proposition. The Chinese authorities moreover have found to support this view, for they have persistently avoided acting upon the principle that a surety is to be regarded as responsible with his principal for all the obligations entered into by the latter, which the undersigned takes to be fulfilled; and they excuse that his principal's judicial practices, admitting the liability of a surety for the defaults of his principal, is nevertheless careful to treat a surety who is nevertheless guilty of default, in the light of a defaulter, and in the misconduct of his principal with lenity, and will not allow of his being pressed upon the ability of the surety to make good any defaultations for which he is deprived of, no matter how stringent positive the terms in which the guarantee is drawn up.

In these circumstances, it is clear that it is inadvisable to regard Chinese "Security Chopas," as the equivalent of solemn guarantees, to be relied on, as with ours, to the effect that they should always be accepted with reservation, both as regards construction and intention, which seems inseparable from the Chinese habit of doing business according to Chinese habit and judicial practice. The Undersigned therefore recommends, either to those countrymen, who are about to enter into contracts, to fall back in case of need, or to avoid that entire reliance on them which they are accustomed to accord to similar instruments.

**W. H. MEDHURST, Consul.**  
Canton, 24th June, 1867.

**EXHIBITION PRIZE TABLET**  
Awarded First-class Medal International Exhibition, Vienna  
Commissioners' Gold Medal for Merit September 1889  
Our Plates are Warranted to Stand the Test of any City

**ALCOCK AND CO'S**  
BILLIARD TABLE MANUFACTURERS  
By Appointment to His Royal Highness the Prince of Wales

"I never played on a better table in my life."—John Lubbock, Chairman of the World.

"never put on a better table in my life," *—* JAMES HOBBS, *Champion Billiard Player in the World.*

**EXHIBITION PRIZE TABLE**  
 A awarded First-class Medal International Exhibition, Victoria.  
 Commissioners' Gold Medal for Highest Superiority, 1867.  
 Our Tables are Warranted to Stand the Test of any Climate.

**ALCOCK AND CO.,**  
**BILLIARD TABLE MANUFACTURERS,**  
 By appointment to His Excellency Sir J. H. MANNES SMITH, K.C.B.  
 132 & 134 **RUSSELL STREET, MELBOURNE VICTORIA.**

## Houses and Lands.

TO LET.  
THOSE centrally situated PREMISES in Peel Street close to the Queen's Road, known as the "Argus" Hotel containing 10 Rooms, &c. Rent moderate. Apply to  
THOS. W. BARRINGTON,  
63, Wyndham Street.  
Hongkong, March 3, 1868. 17mar

TO LET.  
THE upper portion of House No. 29, Queen's Road, lately occupied by Dr. Henderson, with godown, out-offices and stable &c.; immediate possession. Apply to  
T. W. BARRINGTON,  
63, Wyndham Street.  
Hongkong, March 3, 1868. 17mar

TO LET.  
THE HOUSE No. 8 in Seymour Terrace, commanding a good view of the Harbour, contains 4 Rooms and Out Houses, now occupied by W. H. ARMSTRONG, Esq. Apply to  
DAVID SASSOON SONS & Co.  
Hongkong, March 2, 1868.

TO LET.  
THE Premises corner of Pottinger and Stanley streets, known as the "Oak Creamery," containing 8 Rooms, besides Bar Room, Parlour, Store Room, Pantry, Bath Rooms, large Oven, Cellar, &c., &c., all in good repair.  
For particulars, apply to  
THOS. W. BARRINGTON,  
63, Wyndham Street.  
Hongkong, February 29, 1868. 13ma

TO LET.  
THE FIRST FLOOR of the House No. 94, Queen's Road Central, corner of Graham Street, consisting of three spacious Rooms, Verandah and Out-houses, well adapted for Offices.  
Apply to  
Wm. SCHMIDT & Co.  
Gunmakers.  
Hongkong, October 2, 1867.

TO BE LET.  
A SHOP, situated in the best part of the Queen's Road, with Show Cases and Fittings complete.  
N.B.—Two First Floor Rooms can be had with above, if required.  
Address "Z," care of Hongkong Dispensary.  
Hongkong, November 28, 1867.

TO LET.  
THE extensive and eligible PREMISES, Corner of Hollywood Road and Shelley Street, lately in the occupation of H. M. Government.  
Apply to  
DAVID SASSOON SONS & Co.  
Hongkong, September 1, 1867.

TO LET.  
THE Premises situated in Queen's Road, Stanley Street, and at present occupied by Messrs H. MARRAS & Co.  
For particulars, apply to  
LAMBERT, ATKINSON & Co.  
Hongkong, 6th September, 1867.

TO LET.  
AN OFFICE with Godown and Commodore's Room.  
Apply to  
MELOCHERS & Co.  
Hongkong, October 1, 1866.

TO LET.  
THOSE two convenient centrally situated HOUSES Nos. 1 and 2, Old Bailey Street, Corner of Hollywood Road.  
Terms moderate.  
Apply to  
THOS. W. BARRINGTON,  
63, Wyndham St.  
Hongkong, February 22, 1868. 22mar

STORAGE.  
CAN be had in First Class Granite Godowns at Wanchai, on very moderate Terms.  
For particulars, apply to  
CHARLES RIVINGTON,  
At Messrs LAMBERT & Co.'s Office,  
Stanley Street.  
Hongkong, January 1, 1868.

TO LET.  
FOUR Large ROOMS on Second Floor above the Offices of the Underigned, 44, Queen's Road, at present occupied by Messrs C. HOOK & Co. Possession can be taken on the 1st of January, 1868.  
For Terms, &c., apply to  
G. DUBOST & Co.  
Hongkong, November 6, 1867.

TO LET.  
THE OFFICE and GODOWN situated at the corner of Wellington and Aberdeen Streets, and at present in the occupation of Messrs ELMANSON & SANDERS.  
For particulars, apply to  
GIBB, LIVINGSTON & Co.  
Hongkong, March 6, 1865.

TO LET.  
NO. 5, Peelhill Terrace, Elgin Street.  
Apply to  
LANE, CRAWFORD & Co.  
Hongkong, February 3, 1868.

TO BE LET.  
A HOUSE in Queen's Road, commanding a good view of the Harbour from the North side. The House contains eight good Rooms with Bath Rooms, Verandah, front and back, Kitchens, Servant's Rooms and Godowns on ground floor.  
Apply to  
TURNER & Co.  
Hongkong, February 8, 1868.

TO LET.  
TWO HOUSES on Carlton Terrace, Spring Gardens, with or without Godown, rent moderate.  
Apply to  
LAMBERT, ATKINSON & Co.  
Hongkong, 6th September, 1867.

TO BE LET.  
A NEW and Strong GODOWNS on Marine Lot No. 68.  
Apply to  
GAVIN THOMPSON,  
at GIBB, LIVINGSTON & Co.'s,  
Hongkong, December 16, 1867. 16

TO LET.  
THE BUSINESS PREMISES, formerly occupied by Messrs ARNOLD, KAMMA & Co., consisting of Dwelling House, Offices, and spacious Godowns.  
Possession to be had on the 1st March.  
Apply to  
JOHN BURD & Co.  
Hongkong, February 22, 1868.

## Shipping in Harbour.

## HONGKONG.

Consignees of Vessels will greatly oblige by forwarding corrections of errors in the following list.

Exclusive of To-day's Arrivals, Departures, and Clearances.

C. on Pedder's Wharf.—W., from Pedder's Wharf to Gibb's Wharf.—E.C., on Pedder's Wharf to the Military Hospital.—E., Eastward of the Hospital.—K., on Kowloon side.

Vessel's Name and Where Anchored.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Intended Despatch.
<b>STEAMERS.</b>							
Azof	W. Johnson	Brit. str.	476	Feb. 27	P. & O. S. N. Co	Shanghai	
Fung Shuey	W. Watson	Amer. str.	740	Feb. 27	A. Heard & Co	Shanghai	
Ganges	W. Cates	Brit. str.	1190	Feb. 24	P. & O. S. N. Co	Shanghai	
Hoogly	W. De Bova	Brit. str.	1687	March 1	2 Messageries Impériales	Shanghai	Repairing
Malta	W.	Brit. str.	960	Sept. 14	P. & O. S. N. Co	Shanghai	
Suwonada	W. Jayne	Amer. str.	1802	March 4	A. Heard & Co	Shanghai	
Undine	W. Toppin	Brit. str.	386	March 3	Douglas Lapraik & Co	Swatow, &c.	
<b>SAILING VESSELS.</b>							
Ada	W. Shelston	Brit. bk.	398	Feb. 23	Carlowitz & Co	Yokohama	Immediate
Advance	W. Tams	Siam. bk.	185	Feb. 23	Chinese		
Agedius	W. Mahmann	Hamb. soh.	235	March 6	Captain		
Alsen	W. Gromsch	Prus. sh.	693	Feb. 25	Wm. Pustau & Co		
Arab	W. Holst	Prus. sh.	350	Feb. 12	Order		
Blair	W. Cargill	Brit. bg.	223	March 4	P. & O. S. N. Co		
Canton	W. Godt	Prus. bk.	234	Feb. 20	Siemens & Co		
Carmarthenshire	W. Hemsworth	Brit. sh.	812	Feb. 10	Holliday, Wise & Co	Saigon	Early
Chelsea	W. Lowe	Brit. sh.	904	January 14	Bosman & Co	San Francisco	Early
Chinaman	K. Downie	Brit. sh.	667	Feb. 29	Holliday, Wise & Co		
China Packet	W. Reynolds	Cava. bk.	210	Feb. 13	Wm. Pustau & Co	Honolulu	Freight or Charter
Civile	W. Holdt	Hamb. bk.	386	March 4	Bourjain, Hubner & Co		
Clara Sayers	W. Bremser	Brit. sh.	294	Feb. 13	Carlowitz & Co		
Contest	W. Reynolds	Siam. bk.	398	March 5	Chinese		
Dagmar	W. Bhusstrom	Russ. sh.	800	Feb. 29	Order		
Deerfoot	W. Carlin	Brit. bk.	449	Feb. 25	Jardine, Matheson & Co		
Diamond City	W. Lubeck	Siam. bk.	261	January 4	Chinese		
Eastward Ho	E. Byrne	Brit. sh.	607	Sept. 30	Russell & Co		Sold
Edgar Ross	W. Binder	Hamb. bk.	274	Feb. 21	Siemens & Co		
Eliza	W. Sedgley	Brit. sh.	1378	March 1	Olyphant & Co		
Emigrant	E. Escapa	Span. bk.	630	Dec. 24	Order		
Franklin	W. Bursley	Amer. sh.	1124	January 10	Russell & Co		
Frohlich	W. Stunfort	Hamb. bg.	320	March 5	Reynvaan Brothers & Co		
Freiter	W. Hamilton	Brit. bk.	234	Feb. 20	Hirley & Co		
Glenlee	W. Dunn	Russ. sh.	635	January 3	Order		
Gotha	W.	Brit. sh.	650	Sept. 17			Sold
Gravina	W. Perez	Span. bg.	246	Feb. 6	Remedios & Co		
Gustav	W. Beil	Prus. bg.	230	Feb. 29	Wm. Pustau & Co		
Indus	W. Hicks	Brit. sh.	1319	Feb. 28	P. & O. S. N. Co		
Jan van Schaffelaar	W. Denjir	Dut. bk.	585	Feb. 16	P. & O. S. N. Co		
Kim Yang Tai	W. Lange	Siam. bk.	329	Dec. 25	Chinese		
Kirkland	W. Colledge	Brit. bk.	493	Feb. 28	Siemens & Co		
Lady Alice	W. Stranack	Brit. bk.	419	March 1	Douglas Lapraik & Co		
Lahloo	W. Smith	Brit. sh.	799	March 5	Gilman & Co		
Leon Crespo	W. Bosustow	Brit. sh.	695	March 5	Order		
Lezmona	W. Steineha	Brem. bk.	300	Feb. 28	E. Schellhaas & Co		
Liguria	W. Fassa	Ital. sh.	843	Dec. 21	Reynvaan, Brothers & Co	San Francisco	
Malay	W. Dudley	Amer. sh.	812	Feb. 29	Chinese		
Mandana	E. Whittle	Brit. bk.	637	Sept. 15	Order		
Marie	W. Klencke	Brem. bk.	352	March 1	Chinese		
Marie Therese	W. Bonneson	Fch. bk.	502	Dec. 12	Carlowitz & Co	Surinam	Early
Mary Mildred	W. Fine	Brit. sh.	400	Feb. 24	Douglas Lapraik & Co		
Matador	W. Kalkloser	Hamb. bk.	302	March 1	Wm. Pustau & Co		
Mashida	W. Jacobson	Prus. bg.	300	Feb. 29	Wm. Pustau & Co		
Minerva	W. Carera	Span. bk.	250	March 1	Remedios & Co		
Mirage	E. Runn	Brit. sh.	718	January 28	S. E. Burrows & Sons		
Morning Star	W. Schutt	Siam. bk.	540	Dec. 26	Chinese		
Noviell	K. Jackson	Brit. sh.	715	Feb. 16	Turner & Co		
Ocean	W. Hughes	Feb. sh.	528	January 30	Russell & Co	Sydney	Early
Ocean Bride	W. Milton	Brit. bk.	261	Feb. 13	Melchers & Co	Tientsin	Early
Onward	W. White	Brit. sh.	606	Feb. 8	Rozario & Co	Sydney and Melbourne	Early
Parsee	W. Soule	Amer. bk.	540	Feb. 7	Borneo Company	San Francisco	Early
Prastalongo	K. Profumo	Ital. sh.	890	Feb. 10	Reynvaan Bros. & Co		
Race Horse	W. Kruse	Siam. sh.	387	March 1	Chinese		
Resolute	W. Ezziere	Siam. sh.	866	January 1	Chinese		
Salamandra	W. Dietessen	Prus. bk.	324	March 2	Arnholdt Karberg & Co		
Sir Jeanette Family	W. Cobb	Brit. bk.	1049	Feb. 26	Order		
St. Magnus	K. Hake	Brem. bk.	210	March 4	Bourjain, Hubner & Co		
Sultan	W. Howard	Brit. bk.	309	Feb. 8	Order		
Sumatra	E. Kinsman	Amer. sh.	1073	July 29	A. Heard & Co		
Telegraph	W. Dethleffen	Siam. bk.	300	January 6	Chinese		
Thetis	K. Oeltermann	Olden. bg.	240	March 4	Order		
Undine	E. Scott	Brit. sh.	706	Feb. 22	Jardine, Matheson & Co		
Vanguard	E. Hunter	Brit. sh.	626	March 4	Jardine, Matheson & Co		
Yelang	W. Demsky	Siam. bk.	472	January 12	Chinese		

## WHAMPOA.

Vessel's Name.	Captain.	Flag & Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Intended Despatch.
Apenrade	Davidson	Prus. bk.	304	Feb. 20	Wm. Pustau & Co	Tientsin	Immediate
Caroline	Faulsen	Prus. soh.	280	October 3	Bourjain, Hubner & Co	Bangkok	
Catharina	Drecher	Brit. sh.	321	Feb. 20	Bourjain, Hubner & Co	Saigon	Early
Chas-see	Shewan	Brit. sh.	581	Feb. 27	P. & O. S. N. Co	London	
Emen	Hector	Brit. str.	1538	Feb. 27	P. & O. S. N. Co		
Kan Ka Kee	Yeston	Amer. str.	313	Feb. 28	A. Heard & Co	London	Early
Monk Chester	Hastings	Brit. bk.	556	March 2	Olyphant & Co		
Ohe	Nor.	Brit. bk.	456	Feb. 16	Siemens & Co		
Reasmussen	Prus. bk.	297	March 1	Wm. Pustau & Co			
Sampan	Buchan	Brit. str.	230	March 4	Douglas Lapraik & Co		
Sumria	Tonjes	Dut. bk.	469	Feb. 20	Order	Nowehwang	

## SHANGHAI.

Merchant Sailing Vessels, from or for European, Australian and American Ports, in Harbour on February 12.

Ship's Name.	Captain.	Flag & Rig.	Tons.	Date of Arrival.	Where from.	Destination.	Consignees or Agents.
Andreas	Krabb	Dut. sh.	882	Feb. 13	Cardiff		Wm. Pustau & Co
Asyrian	Mearns	Brit. sh.	605	Feb. 13	Cardiff	London	Borneo Company
Durkin	Durkin	Brit. sh.	608	January 20	London		Jardine, Matheson & Co
Durham	Cann	Brit. sh.	608	January 20	London		Order
F. Rock	Denker	Brem. bk.	949	Feb. 16	Cardiff		Russell & Co
Gasper	Alexander	Amer. sh.	1090	January 22	Pennarth		Hall & Holts
Isabella	Cooper	Brit. sh.	1047	January 14	Cardiff		S. W. Hyde
J. L. Dimmock	Winchell	Brit. sh.	665	January 26	Cardiff		Frazer & Co
Kadoah	Deeshon	Amer. bk.	619	Dec. 23	Newport		H. B. M.'s Government
Lady Love	Gladstone	Brit. bk.	494	Feb. 5	Liverpool		Olyphant & Co
Leven	Nelson	Brit. bk.	619	Dec. 23	Hakodadi	New York	Frazer & Co
Nabob	Cobb	Amer. bk.	530	Dec. 23	Hakodadi		Telge Nolting & Co
Isabel	Obb	Brit. bk.	282	January 31	Newcastle, N.S.W.		Gibb, Livingston & Co
Saturnus	Derdrick	Hamb. bk.	450	Feb. 5	Hamburg		Gilman & Co
Tavistock	Tate	Brit. sh.	532	January 2	Shields		
Western Chief	Hill	Brit. sh.	750	Dec. 13	Foochow		

## VESSELS LOADING.

Destination.	Vessel's Name.	Flag & Rig.	Consignees.	Intended Despatch.
<b>CHINA &amp; JAPAN PORTS—</b>				
TIENTSIN	Sampan*	Fr. bk.	Wm. Pustau & Co	Early
Do.	Apenrade*	Fr. bk.	Wm. Pustau & Co	
Do.	Ocean Bride	Br. bk.	Melchers & Co	
YOKOHAMA	Ada	Br. bk.	Carlowitz & Co	Early
NEWCHOWANG	Wilhelmina*	Dn. bk.	Order	
<b>OTHER PORTS—</b>				
LONDON	Monkchester*	Br. bk.	Olyphant & Co	Early
Do.	Chas-see*	Br. sh.	Descon & Co	
SAN FRANCISCO	Chelsea	Br. sh.	Bosman & Co	
Do.	Liguria	Ita. sh.	Reynvaan Bros. & Co	
Do.	Parsee	Amer. bk.	Borneo Company	
SYDNEY	Ocean	Fr. bk.	Russell & Co	
Do. & MELBOURNE	Onward	Br. sh.	Rozario & Co	
HONOLULU	China Packet	Hw. bk.	Wm. Pustau & Co	
SAIGON	Catharina*	Dn. bk.	B. Hubner & Co	
Do.	Carthenshire	Br. sh.	Order	
BANGKOK	Caroline*	Fr. sh.	Bourjain, Hubner & Co	
SURINAM	M. Therese	Fr. bk.	Carlowitz & Co	

\* At Whampoa.

† At Canton.

## MEN-OF-WAR IN HONGKONG HARBOUR.

Name.	Flag.	Rig.	Tons.	R.P.	Captain.
Algerine	British	gun-vessel	3	80	C. E. Donville, Lieut.
Ashuelot	U. States	sloop	10		Hatfield, Commander
Boucoer	British	gun-boat	3	60	R. M. Lloyd, Lieut.
Drake	British	gun-boat	3		C. Crowdy, Lieut.
Flamer	British	naval hospital	—		Attached to Melville
Forester	British	gun-boat	3	60	In Ordinary
Hardy	British	gun-boat	3	60	In ordinary
Janus	British	gun-boat	3	40	Keppel, Lieut.
Mar. de la Victoria	Spanish	steamer	—		Jose Vez, Captain
Melville	British	naval hospital	—		R. Bernard, D.M.I.G. &c.
Princess Charlotte	British	receiving ship	14		Commodore Oliver Jones
Rifleman	British	surveying ship	—		J. W. Reed
Rodney	British	steam line-of-battle	78		Bag ship of Sir H. Keppel, [A. C. F. Henegge, Capt.
Salamis	British	gun-vessel	—		Suttie, Commander
Unadilla	U. States	steamer	5	180	
Watchful	British	gun-boat	3	40	Harbor Tender to Comm.

## MEN-OF-WAR AT CANTON.

Name.	Flag.	Rig.	Tons.	R.P.	Captain.
Cheng-ting	Chinese	gun-boat	3		Bessard
Fee-long	Chinese	gun-boat	5		Edwards
Hai-ching	Chinese	Customs' cruiser	4		Folsom

## HONGKONG, MACAO AND CANTON.

## RIVER STEAMERS.

Vessel.	Flag.	Captain.	Tons.	Owners or Agents.
Fame, (110 h. power)	British	Stephenson.	117	H. & W. Dock Company's Tug
Fire Dart	British	Carroll	380	H. & W. Dock Company's Tug
Kin Shan	British	Hastell	458	H. & W. Dock Company's Tug
Kiu Kiang	British	Benning	617	Do.